

## Record of Meeting

**Purpose of Meeting:** North Hero-Grand Isle Drawbridge Project

**Date:** 4/30/2018

**Location:** North Hero Elementary School gymnasium

**Time Started:** 6:00 PM

**Time Ended:** 7:30 PM

### Agenda

Topic #	Topics to be discussed
1.	Schedule Update
2.	Maintaining Traffic
3.	Project Outreach

### Project Discussions / Agreements

1.	<p><b>Schedule Update</b></p> <p>You will begin seeing some activity in June, 2018.  Construction begin in July, after the 4<sup>th</sup> of July holiday weekend.  May 2019 completion of the temporary bridge.  May 2021 open the new drawbridge.  By Fall 2021 the temporary bridge will be removed.  Project completion 2022.</p> <p>Schedule Slide shown:</p> <p style="text-align: center;"><b>Schedule Update</b></p> <table border="1"> <tbody> <tr> <td>Contract execution with Cianbro Corp.</td><td>April 4, 2018</td></tr> <tr> <td>Pre-construction meeting</td><td>April 16, 2018</td></tr> <tr> <td>Pre-construction activities (Administrative)</td><td>April – June 2018</td></tr> <tr> <td>Mobilization of equipment/field offices/signs</td><td>June 2018</td></tr> <tr> <td>Construction of Temporary Drawbridge</td><td>July 2018</td></tr> <tr> <td>Demolition of Existing Bridge</td><td>May 2019</td></tr> <tr> <td>Construct New Bridge</td><td>October 2019</td></tr> <tr> <td>New Bridge Complete, Remove Temporary</td><td>May 2021</td></tr> <tr> <td>Temporary Bridge Removal Completed</td><td>October 2021</td></tr> <tr> <td>Project Completed (vegetation, clean-up, demob)</td><td>July 1, 2022</td></tr> </tbody> </table> <p style="text-align: center;">North Hero – Grand Isle BHF 028-1(26) - Drawbridge</p>	Contract execution with Cianbro Corp.	April 4, 2018	Pre-construction meeting	April 16, 2018	Pre-construction activities (Administrative)	April – June 2018	Mobilization of equipment/field offices/signs	June 2018	Construction of Temporary Drawbridge	July 2018	Demolition of Existing Bridge	May 2019	Construct New Bridge	October 2019	New Bridge Complete, Remove Temporary	May 2021	Temporary Bridge Removal Completed	October 2021	Project Completed (vegetation, clean-up, demob)	July 1, 2022
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2.	<p><b>Maintaining Traffic</b></p> <p><b>Traffic Phase 1</b> - There will be one lane of traffic for 3 weeks in July to mobilize equipment.  <b>Traffic Phase 2</b> – There will be 2-way traffic, one lane each direction. August 2018 to May 2019 on existing bridge. There will be a slight lane shift in order to provide the contractor access to the temporary bridge area</p>																				

	<p>for equipment and material deliveries. Possible very short term closures to one lane for moving equipment around at off-peak traffic volumes. Traffic would be maintained with flaggers.</p> <p><b>Traffic Phase 3</b> – Two-way, two lane traffic maintained on the temporary drawbridge from May 2019 to May 2021. May 2019 to October 2019 for removing the existing bridge October 2019 to May 2021 for building the new bridge. Possible very short-term closures to one lane for moving equipment around at no-peak traffic volumes. Traffic would be maintained with flaggers. The speed limit will be 25 mph.</p> <p><b>Traffic Phase 4</b>—Two-way, two lane traffic maintained on the new drawbridge while the temporary drawbridge is being removed, May 2021 to August 2021. There will be a slight lane shift in order to provide the contractor access to the temporary bridge area for removing materials. Possible very short-term closures to one lane for moving equipment around at no-peak traffic volumes. Traffic would be maintained with flaggers.</p> <p><b>Traffic Phase 5</b> - Two-way, one lane traffic on the new drawbridge for 3 weeks in September 2021 (after Labor Day) for removing the temporary bridge abutments and approach fill. There will be traffic signals or flaggers on each side for managing the one lane traffic. This 3-week period will have impacts to traffic with possible backups when bridge opens. It is anticipated that this time of the year will have fewer openings than Phase 1.</p>
3.	<p><b>Project Outreach</b> Jacquie will be providing updates and you can contact her with any questions, 802-324-5522 or <a href="mailto:jdagesse@eivtech.com">jdagesse@eivtech.com</a>. You can also visit the project website for more information on the project: <a href="http://nhgi.vtransprojects.vermont.gov">nhgi.vtransprojects.vermont.gov</a></p>
4.	<p><b>Q&amp;A</b></p> <p><u>Question</u>: Will the temporary drawbridge have two leaves? <u>Response</u>: The temporary bridge will be one leaf. There is an 80 feet navigational width with the new bridge. There will be a 40-foot-wide channel with the temporary bridge. This is because additional space is needed via barge at the piers to construct it.</p> <p><u>Question</u>: Is this going to be seasonal work? Can you work in the winter? <u>Response</u>: They will work year-round as much as they can. For example, we can do the mechanical and electrical work during the winter.</p> <p><u>Question</u>: During the construction phase, will the depth of the channel remain the same? Yes.</p> <p><u>Question</u>: The 3 weeks in July is one of the busiest times in the summer. Is there any way to push that start date by 4 to 5 weeks, which could significantly lessen traffic impacts? <u>Response</u>: We have permitting restrictions that do not allow us to begin working before July 1<sup>st</sup>.</p> <p><u>Question</u>: Are you working 5 days per week or 6 or 7? It's going to vary. It depends on the type of work.</p> <p><u>Question</u>: How long will it take for the temporary bridge to open and close? <u>Response</u>: 2 minutes. The new bridge will have a 90 second cycle speed.</p> <p><u>Question</u>: Night work? <u>Response</u>: We don't anticipate any night construction at this time.</p> <p><u>Question</u>: Are the construction materials by barge or over the highway? <u>Response</u>: It may be a mixture. Most will be coming by highway.</p> <p><u>Question</u>: How many onsite working? <u>Response</u>: The workforce would vary depending on the work.</p> <p><u>Question</u>: Is there anything being done for sound deadening? <u>Response</u>: The new bridge will have a grate bridge deck, but the top of it will be filled with concrete so that it will ride like a smooth deck.</p> <p><u>Question</u>: Any consideration given to a ferry? <u>Response</u>: We considered this, but it was determined that the</p>

temporary bridge was a better value.

Question: This should be safer for motorcycles and bicycles then? Response: Yes, it will be.

Question: Will the drawbridge have a tender? Response: Yes, there will be a human operator opening and closing.

Question: Opening hours? Response: We are working on a deviation to open on the top of the hour every hour. We are trying to limit the amount of openings.

Comment: Two years ago, we had the on the hour schedule. If I could recommend, on the hour from Monday thru Thursday, but on Friday, Saturday and Sunday we will need it to open on the half hour. Even if it was just July and August. Response: It was preferred by VTrans and the US Coast guard to have one consistent time expectation versus an opening schedule that varies depending on the day.

Question: Can you discuss the considerations for rescue and the sheriff? Response (David Blackmore): There will be no changes from us. Emergency vehicles take priority.

Question: Can you shock us with the cost and who is paying for it? Response: About \$70M. 85% is being paid by federal funds. 15% out of the State transportation budget.

Question: Will the temporary bridge have standard loads? Response: Yes, the temporary bridge is designed to the same loading standard as the existing bridge. Existing overload permits that were approved for the existing bridge should be fine for the temporary. However, all new overload permits will need to be reviewed and approved.

Question: Tractor trailers? Response: Yes, they can come through.

Comment: Under grandfather ag permitting, there is a lot of overweight vehicles that come through.

Response: The temporary bridge is designed for HS 20, just like the existing bridge.

Question: Where do you plan to park all of the construction vehicles? Response: We will be staging in Old US Route 2. They won't be impacting the fishing access north of the bridge.

Question: Have you considered plow trucks in the winter time? Response: Yes, there is sufficient time to do that.

Question: The road you're talking about, old US Route 2. There is a dry hydrant at the end. Has there been consideration to access to this dry hydrant? Response: It's on the Ladd's Landing side about half way down to the operator's tower. The district will look into this.

Question: Will the access road on US Route 2 be removed? Response: We will return it to how it was before with the original grade.

Question: Is the project being designed in-house or by a consultant? Response: We had an outside engineering consultant that has this experience. HDR Engineering is an expert in moveable bridge design. this.

Question: Is the design final? Response: Yes, it's final.

Comment: I had some correspondence about how the new design is so similar to what we have now. I was thinking that maybe we should have striven to do something better that would result in a less number of openings.

Question: Can you simply reuse the existing operator's tower? The existing control tower only has the buttons to operate, is in poor condition and operator safety is a serious concern. The new control tower will contain the operational controls and the day- quarters for the operator in the same place which is safer.

Question: Do you anticipate any projects on VT 78? Response: On VT 78 there is a plan for roadway potentially in 2020, but we will look into it further.

Question: Where does the old bridge go? Response: Pieces of it will be recycled such as steel and rebar, and the rest will be in the landfill.

Question: Does VTrans communicate completion of project? What about the Exit 17 project in 2022?

Response: This project will mostly be done by Fall 2021 and will be open to two lanes of project.

Question: Is there going to be a lot of publicity to truckers? Response: Traffic should be flowing pretty well with two lanes. Jacquie has the trucking community on her stakeholder list for construction updates.

Question: How many more years will this (new) bridge last? Response: It has a 100-year design life. It has stainless steel reinforcing. There will be some preventative maintenance activities over this timeframe, but it won't be replaced for another 100 years.

Question: Did they do compare the cost of this bridge to a fixed span? Response: Yes, this is the same cost or slightly less.

Question: Will there be a manual override? We want the bridge operator to make both lights red before the bridge is open. Response: The bridge operator will have an override when opening the bridge.

Question: Have you given consideration to maritime safety? Is there traffic control for boats? Response: We are trying to give some flexibility to the operators. We follow maritime law.

Comment: With the 80+foot blindspot for the marine traffic, we need lights to help facilitate movement.

Response: We will look into this further with the US Coast Guard and visual aids.

Comment: During the 3 weeks at either end of the construction schedule when traffic is down to one-way alternating traffic, how is emergency service coordination handled? We have North Hero-Grand Isle rescue and calls are answered by all 3 responders. Response: We do have a preamp, where there is a devise in the emergency that can give full access.

Comment: Is this something that we could accomplish with signage instead of preamps? Response: Perhaps, we can look into this further.

Question: The bridge operator will have an override when opening the bridge? Response: If there is a dangerous situation we will reach out. It will be a signed reduced speed limit.

Question: Have you considered bike traffic, or is there any room for them, during the one-lane traffic phase.

Response: They will have to share the road.

Question: There are currently gates that come down. Will there be gates for the new bridge and temporary bridge? Response: Yes.

Question: Will they keep the cars back on the existing causeway for the new bridge or would the gates be at the trapezoid arms for the detour? Response: The gates are not on the curves.

Question: How was the decision made that our bridge is irreparable and determined that it has to be replaced? Was this decision made in Montpelier? Response: It was input from VTrans staff who inspect the bridge and the District who maintains and operates it, as well as input from consultants. The replacement is heavily driven by mechanical and electrical requirements.

Question: If we have a problem now at this bridge with the bikers going ahead of vehicles, can we make the bikes wait, especially during the one-lane closure? Perhaps you could educate the flaggers. Response: It's standard flagging procedure to hold bicycles until the end.